Bombay Gazette.

Vol. 37. WEDNESDAY, 2D AUGUST, 1826. No. 1887.

Higgs and Briggs

WILL SELL
BY AUCTION,

To-morrow, the 3d Instant,

A few Dozen of Scotch Malt Whiskey, Cannisters of Oatmeal and Groats, to close an account.

Best Yellow Quills, Office Tape, Pewter Inkstands and Wafers, Sets of Ivory Handled Knives and Forks, in Oak Boxes, Penknives, and numerous other Articles.

A Bale of Bengal Towels.

Meadows Street, 2d August 1826.

FOR SALE,
AT THE
GODOWNS,
OF
Messrs. Forbes and Co.

A FEW 3 dozen Cases of Superior very old SHERRY, from WILLIAM MORRICE of London, just landed ex Diadem, at

Rs. 30 per Dozen Quarts,
17 per do. Pints.

Bombay, 2d August 1826.

ON SALE
AT THE
OFFICE OF
Dirom MacKenzie and Co.'s

DOUBLE Barrelled Guns by Richards..... Rs. 300 each.
Single do. do. do. 180 do.
Rifle do. do. do. 250 do.
Pistols by do. Rs. 150 per pair, and Double Barrelled do. Rs. 300 per pair.

Bombay, 2d August 1826,

MESSRS, REMINGTON, CRAWFORD and CO. as Agents in Bombay for the *Alliance Fire Assurance Company*, continue to issue Policies on all descriptions of Property renewable yearly, half yearly, or quarterly at the option of the Assured.—The rates of premium and further particulars may be known on application to Messrs. REMINGTON, CRAWFORD and CO.

Bombay, 2d August 1826.

MESSRS. JOHN LECKIE, & CO. [illegible] to notify, that in consequence of the retirement from business of JOHN LECKIE, his establishment has ceased, their affairs will after this [illegible]ed on by the remaining partners JOHN ROBERT REID [illegible]DRY, and ROBERT [illegible]ECKIE) under the firm of "[illegible]E, and CO."

Bombay, 31st July 1826.

NOTICE.

THE Public is Hereby Informed that Mr. JOHN RITCHIE, is Authorised to Sign our Firm from this date "per Procuration."

RITCHIE STEUART & CO.

Bombay, 2d Aug. 1826.

NOTICE.

THE Branch of the ORIENTAL LIFE INSURANCE COMPANY, Established at this Presidency having been discontinued, it is requested that all future applications whether for Policies or for the renewal of such as are already issued, may be made direct to Messrs. MACKINTOSH and Co. of Calcutta.

Bombay, 12th July 1826.

Advertisement.

CAPTAIN OTTEY Commanding the 4th Extra Battalion having taken charge of the effects of the late Assistant Surgeon JAMES MAGEE of the same Corps, has remitted the balance Rs. 3,367 1 57 to Messrs. ALEXANDER MACKINTOSH & Co. of Bombay, agreeably to the Will of the deceased.

All persons interested therein are hereby apprized thereof.

Baroda, 8th July 1826.

NOTICE.

TO BE EXCHANGED,

AN Excellent RIFFLE, with Bullet Moulds, for a case of Town made Pistols with flint locks.

Also a fine toned VIOLINCELLO, for a London made first Violin.

FOR PARTICULARS,

Apply to the PRINTER of the GAZETTE.

(3) Bombay, 2d August 1826.

Advertisement.

CAPTAIN W. G. WHITE Horse Brigade of Artillery having taken Charge of the Effects of the late Lieutenant Colonel Commandant G. B. BELLASIS, and disposed of the same by Public Outcry, has after paying Funeral Expences, Servants Wages, and Regimental Debts, remitted the balance ammounting to Bombay Rupees Five Thousand and two Hundred and Eighty four, and forty three Reas to the Sub Treasurer to Government.

Poona, July 21th 1826.

FOR SALE,
AT
HORMAJEE BHICAJEE'S Godown a quantity of China Bricks or Tyles, just imported per the Charles Forbes, from China. For further particulars enquire at Messrs. HORMAJEE BHICAJEE and Co. in Church Street.

Bombay, 2d Aug. 1826.

For Passage to London,

IN JANUARY,
THE

UPTON CASTLE
John Thacker,
COMMANDER,
OF THE H. C.'s S[illegible]

APPLY to Captain TH[illegible] or to Messrs. FORBES[illegible] where plans of the accommoda[illegible] be had.

(c) Bombay, 2d A[illegible]

For Passage to London,

TO TOUCH AT THE
CAPE OF GOOD HOPE,
THE NEW SHIP

DIADEM,
OF 400 TONS
R. B. Cotgrave Esq. R. N.
COMMANDER,

WILL Sail on or before the 1st September.—Has good accommodation for Passengers and carries an experienced Surgeon.

For particulars apply at the Office of Messrs. PATRICK STEWART AND CO.

Bombay, 2d August 1826.

FOR SALE
AT THE
Gazette Office,

BLANK Bills of Exchange, Powers of Attorney, Interest and Respondentia Bonds, Policies of Insurance, Bills of Lading, &c. &c.

Bombay, 2d Aug. 1826.

Passage to London

TO TOUCH AT THE CAPE OF GOOD HOPE,
THE NEW BRIG

COLUMBINE,
300 TONS,
JAMES TUIT,
COMMANDER.

WILL be dispatched about the 20th of August.

Apply at the Office of Messrs. RANKEN and SAUNDERS,

Bombay, 2d August 1826.

To the Editor of the Bombay Gazette.

EAST INDIA COMPANY.

"Their Merchants are Princes:"

MR. EDITOR,

If you think the following summary of the rise and progress of our Hon'ble Masters worthy of a place in the Gazette, I shall feel obliged; it will be new to many, and as a whole interesting to most of your readers as it affords abundant matter for reflection and enquiry, I had occasion to compose the article some months ago for a particular purpose, which being answered it is of no further use to me.

Yours Obediently,
Y.

Ca-lab,
July 22nd 1826.

Addison, speaking of the Royal Exchange, & the number of merchants congregated there, says, "I have often fancied one of our old kings standing in person, where he is represented in effigy, and looking down upon the wealthy concourse of people with which that place is every day filled. In this case, how would he be surprised to see so many private men, who in his time would have been the vassals of some powerful baron, negotiating, like princes, for greater sums of money than were formerly to be met with in the royal treasury." Could Addison himself visit Leadenhall-street, he would be no less surprised than the monarchs to whom he alludes, when he saw the Directors of the East India Company negotiating for millions, and giving directions for the government of an empire that contains 565,000 square miles, and a population of [illegible] millions. That a country of such [illegible]nd extent should be under the [illegible] both political and commercial, [illegible] of merchants—a company, whose [illegible]cerns are equal to those of power[illegible]ose revenue, in the year 1822, [illegible]521*l.* and whose debts at the same [illegible] 39,533,655*l* is a phenomenon [illegible]world never before presented.—[illegible]resent state of the company whose [illegible]r was granted in 1600, and whose [illegible]tal, at the end of the first eight [illegible]not amount to more than 227,416*l.* [illegible]mercial association for trading with [illegible] been formed in 1599, when one [illegible]nd one persons subscribed to the amount of 30,133*l.* 6*s.* 8*d.* in various sums from 130*l.* to 3000*l.*: but in consequence of the pending treaty with Spain, the Government delayed to sanction it. The first charter of this great commercial company was dated on the 31st Dec. 1600, and its duration limited to fifteen years. The money subscribed by the adventurers was augmented to 68,379*l.* of which 39,771*l.* was expended in the purchase and equipment of ships; 28,742*l.* was appropriated to the bullion, and which, with goods to the value of 6860*l.* were carried out to commence a traffic with the mighty empire of Hindoostan.

The first expedition of the East India Company sailed from Torbay on the 2nd of May, 1601: it proved successful, as, with a single exception, did eleven others that followed, the profits varying from 120*l.* to as high as 340*l.* per cent. In 1609 the company obtained a revival of their charter, without any limitation as to its duration, except that if it was found injurious to the nation their privileges should, after three years' notice, cease and expire: but so far was this from being the case, that when the three first years of the renewed charter had expired, this privileged body became a joint-stock company.

When the first expedition to India was sent out by the company, the Queen gave the commander, Captain Lancaster, letters of introduction to the several potentates to whom he might have occasion to apply. The traffic had, however, become of so much importance in 1614, that it was determined to send Sir Thos. Roe, as ambassador to the Mogul Court: his mission was completely successful, for he obtained a treaty, giving permission to the English to establish factories in any part of the Mogul dominions, particularly Surat and Bengal.—Sir Thomas, justly enough presuming on his success, was very careful in communicating his advice to the directors of the East India Company; he particularly cautioned them against all territorial acquisitions and military expense, and pointed out a more powerful and less hazardous mode in which they might succeed:—"Half my charge," says he "shall compel all this court to be your slaves. The best way to do your business in it, is to find some Mogul that you may entertain for one thousand rupees a year, as your solicitor at Court."—Whether the directors followed the advice of their ambassador or not, does not appear; but it is more than probable that it was not wholly lost on them.

The trade to India soon became much too extensive for the capital employed in it, and in 1617-18 a second joint-stock company was formed, with a capital of 1,600,000*l.*: the company now consisted of 954 proprietors, and had thirty-six ships of various burdens, from 100 to 1000 tons each. In 1631 a third joint stock company was formed, with a capital of 420.700*l.*; but it was not until the year 1641-2 that the first important settlement was made in India, by the erection of a fort at Madraspatam, which was called Fort St. George, and was afterwards erected into a presidency in 1653-4.—The directors, like Sir Thomas Roe, were at first opposed to making territorial acquisitions, but they soon abandoned that line of policy, and saw "a goodly prospect tempting to their view" in establishing their power in India. In the instructions sent out by the directors to their factors in India, in 1689, they fully developed the ambitious views then entertained. "The increase of our revenue," say these founders of a mighty empire, "is the subject of our care, as much as our trade; 'tis that must maintain our force when twenty accidents may interrupt our trade; 'tis that must make us a nation in India; without that we are but as a great number of interlopers, united by his majesty's royal charter, fit only to trade where nobody of power thinks it their interest to prevent us: and upon this account it is that the wise Dutch, in all their general advices which we have seen, writetten paragraphs concerning their government, their civil and military policy, warfare, and the increase of their revenue, for one paragraph they write concerning trade."

A new East India Company was formed in 1698, with a capital of two millions: but after a feeble government of four years, it was united with the old company, of which took the name of "The United Company of Merchants trading to the East Indies." The business was now managed regularly at home, and in India there were three presidencies, at Madras, Bombay, and Calcutta, all independent of each other, and accountable only to the government of England.

Although the desire of the directors to acquire some-what more than a commercial footing in India had long been apparent, yet, so late as the year 1746 the territory belonging to the company at Madras, which for upwards of a century had been the principal settlement, extended only five miles along the shore and did not exceed a mile in breadth. The number of English did not exceed three hundred persons, of whom two hundred were soldiers in the garrison.

The French had by this time become very active in India, and not only seized on Calcutta, but excited a revolution in the Carnatic. Fortunately for the English East India Company, Colonel Clive was at that time in India and although employed in a civil capacity, displayed talents which proved him qualified for more important services. With a force of 200 Europeans and 300 Sepoys, he seized on Arcot, and defended it for 50 days against a force of 5000 men. This extraordinary man effected a complete revolution in the affairs of the East India Company; had his measures not been as skilful as they were gigantic, their trade might have been annihilated: he however, gave to it an empire. In a letter written in the year 1765, Mr. now Lord Clive, who had arrived at Madras with extraordinary powers, thus developed the extension of his views: "We have," said he, "at length arrived at that critical period which I have long forseen, I mean that period which renders it necessary for us to determine whether we can or shall take the whole to ourselves. Surajah Dowla is beat from his dominions; we are in possession of it, and it is scarcely hyperbole to say, to-morrow the whole Mogul empire is in our power"

The territorial acquisitions of Lord Clive, for his words were not an idle boast, were successively extended under the governments of a Hastings, a Cornwallis, and a Hastings, until they became that vast empire which at present constitutes the possession of the East India Company in India.

The commerce of the East India Company has kept pace with its territorial acquisitions. The imports have been continually augmenting, and the exports, since the trade to India was by the act of 1813 partially thrown open, have been singularly increased. It appears by the parliamentary returns, that our exports in merchandize, which in 1815 only amounted to 870,177*l.* had in the year 1819 increased to 3,052,740*l.* but as the market was considerably overstocked, and the exports in the following year were not more than half that sum, the amount may not annually much exceed two millions.—Independent of the commerce with the possessions in India, the company has an exclusive trade in tea with China, and all the islands and ports between the Cape of Good Hope and the Straits of Magellan. How much this branch of the trade has increased may be known from the circumstance, that the first order given by the East India Company for tea was in 1677-8, when their agents were directed to send *one hundred* pounds weight only, and in 1814 the quantity consumed in England was nearly twenty-five millions of pounds weight, yielding a revenue to the government of upwards of four millions sterling!

The government of the East India Company's possession in India is confided to a viceroy, with the title of govenor-general and commander-in-chief, who resides at Calcutta. The affairs of the company at home are managed by a court of twenty-four directors, who are elected by the proprietors of East India Stock.—Six new directors are chosen annually, so that the whole are renewed once in every four years.

In time of war the East India Company armed and clothed a body of voluuteers—men employed in their own service as clerks and warehousemen, to the number of two thousand and on one occasion the directors advanced from the funds of the Company a sum of three millions to the British government. Such merchants, like those of Tyre, might truly be called "princes," such "traffickers," the "honourable of the earth."

TO CORRESPONDENTS.

"Benevolus" was too late for insertion in our present number, but his discovery is of so much value to the female portion of our readers that we cannot resist using the liberty of giving it in brief, "a pair of nutcrackers has been discovered (by our correspondent) to be an infallible method of opening the stopper of a smelling bottle." ! ! !

EXCHANGE.

On London.6 mon's.1 | 9*d*.to 1 | 10*d*.
Calcutta. 30 Days 105 B'y Rs. per 100 Sicca.
Madras..31 .. Days, par.
A five per cent loan open.

THE GAZETTE.

BOMBAY.

WEDNESDAY, 2D AUGUST 1826.

The Ship John Cruttenden has arrived since our last from the Red Sea. She left Mocha on the 16th July, and brings accounts of the fall of Missolonghi, and that great rejoicings had taken place in Egypt in consequence. She also brings accounts of the confirmation of the death of the King of Portugal, and of the arrival of the Duke of Wellington at St. Petersburgh who has been received with every mark of distinction. Sir Charles Colville with Major Jackson and Capt. Harpour had also arrived at Malta, and were to proceed to Genoa on the 7th April.

Passengers per John Cruttenden.—Major General Sir Hudson Lowe, Major and Mrs. Elwood and Captain De Lancy.

The Free Trader Mary Anne sailed on Monday for England.

Passengers.—Mrs. ODonoghue, Mrs. Drew, Lt. Col. ODonoghue, H. M.'s 47th Regt. Lt. Col. Dunbar, Capt. Smith, H. M.'s 4th Dragoons, Thomas Fox Esq. Doctor Arnott, Lt. Wells H. C.'s Marine, Mr. Keen, Miss ODonoghue, and two Master ODonoghues.

QUARTER SESSIONS.

SUPREME COURT.—July 24th 1826. Immediately after the Grand Jury were sworn in, the Chief Justice addressed them at considerable length in a very animated speech the particulars of which we regret we are unable to give, from not being in Court. We understand generally however, that His Lordship took a review more immediately of the several Presentments that had been made by the different Grand Juries for some years back on the subject of improvements to the Goal, and the consequent indulgencies which might be granted to Debtors as well as the reformation of offenders, and finished with a few comments on the case of Libel that was to come before them. The case we allude to is that of the Reverend H. Davies *versus* Capt. Miller of the artillery, and as it has excited the most intense interest at this Presidency, we shall perhaps furnish our readers should we be able so to do, with the particulars of the whole case from its commencement in Court in the next Gazette & we feel the less reluctance in laying such information before the public, since the publicity of proceedings of this nature where curiosity has been raised to the highest pitch, tends to prevent misrepresentation and to place the facts in such a light as to allow our readers to judge for themselves, as to the merits or demerits of the case and in what light the respective parties stand before the Tribunal of impartial and imprejudiced persons.

The following is a list of the Grand Jury.

JOHN WEDDERBURN ESQ. FOREMAN.

Thomas Barnard,	John Saunders,
John Pepper,	David Greenhill,
John Pollexfen,	James Sindry,
William Shotton,	Thomas Buchanan,
Patrick Stewart,	George Grant,
James Fawcett,	John Elphinston,
John Burnett,	George Forbes,
Lestock Robert Reid,	Andrew Farquharson,
John Pruin,	John Thacker,
John R. Stewart,	John R. Snow, and
William Nicol,	M. Houghton, Esquiries.

The Bills decided upon up to the present period are as follows.

Shaik Hussun Alias Ballia, for Stealing in a dwelling house to the value of 40 shillings, Guilty. Imprisonment for 12 Calendar months.

Ooked Eduljee, Seedwah Homa and Hirjee Eduljee, for Stealing in a dwelling house to the value of 40 shillings, Guilty. Transportation to Mallaca for the Term of 7 years.

Dhunjee Noor Mahomed, For breaking into a dwelling house in the day time and stealing to the value of 5 shilling, Guilty. Transportation to Malaca for Life.

Shik Mahomed Yacoob, for Stealing in a dwelling house to the value of 40 shillings, Guilty. Imprisonment for 2 years to be kept to hard labour.

Essoo Dhoondoo and Goonajee Dhowluttia, for Stealing in a dwelling house to the value of 40 shillings, Guilty. Transportation to Malaca during the Term of their natural Lives.

Moosa Saya, for Burglary, Guilty. Transportation for Life to Sincapore.

Dhurmajee Surkojee, for Larceny, Guilty. Transportation for 7 years to Sincapore.

Punyoo Chinaman and agt. for Burglary.

Sooee, Kassing and Shaboodeen arear as Receiver, Guilty.

Shaik Ahmud & Shaik Eesooff, for Burglary. Guilty. Transportation to Malaca for Seven years.

Jaffer Amin and Agst. Balloo Crustnajee as Receivers for Stealing in a Dwelling House to the value of 40 shillings. Guilty. Transportation to Sincapore for 14 years.

Shabanbeg Alibeg for Stealing in a Dwelling House to the value of 40 Shillings, Guilty. Transportation to Mallaca for Life.

Crustna Succoojee Alias, Wittoo Baboo Gunnoo; Gunnoo Buddoo, Essoo Buddoo, Rama Crustnajee, Pandoo Jadow, and Dewjee Kallian, for Burglary, Not Guilty.

Crustna Succoojee Alias, Wittoo and others, for Burglary, Guilty. Transportation for Life.

Crustna Succoojee Alias, Wittoo & others, for Burglary, Pandoo Jadoo, Guilty, the others Not Guilty. Pandoo Jadoo Transpattion to Sincopore for Life.

BOMBAY.

ARRIVALS.—Capt. G. Tomkins 10th Regiment Bengal Infantry.
Ensign G. Wilson, 10th Regt,
DEPARTURES.—Lieut. M. Giberne, Local Bat.
Lieut. R. D. Mackenzie, 1st Lt. Cavalry,
Lieut. Jas. Liddle, 1st Lt. Cavalry.
Assist. Surgeon B. Phillipson, 24th N. I.

NAUTICAL CHRONICLE AND NAVAL REPORT.

BOMBAY.

ARRIVALS.—July 28, Ship Norfolk, Alexander Greeg, Commd. put back from Sea.
Do. 29, Ship George Cruttenden, Nacqudah Sabboo bin Tyeb, from Mocha, 16th July.

PASSEENGERS.

Per Cruttenden.—M. Gen Sir H. Lowe, Major and Mrs. Elwood, Capt. DeLancey.
DEPARTURES.—July 15, By Mocha, American Brig Ann, C. Millett, 106 days from Salem, destination unknown.
Do. 29, Ship Norfolk, Alex. Greeg, Commd, to China.
Do. 31, Ship Mary Anne, Thos. McDonnell Commd. to England.

PASSENGERS.

By Mary Anne.—Mrs. ODonoghue, Mrs. Drew, Lt. Col. ODonaughue, H. M. 47th Regt. Lieut. Col. Dunbar, Captain Smith of H. M. 4 Drags., Mr. Thos. Fox Lt. Wells, Mr. Keen, Doctor Arnot, Miss ODonoghue, Master. ODonoghue.

SHIP LOADING.

English.— Darius for London.
Diadem for Ditto.
Charles Forbes for China.
Illustre Almeida for Ditto.
Anundpursad for Malay Coast.
French.—Landais for Bordeaux.

CALCUTTA.

ARRIVALS.—July 5, H. C. Ship Lady Melville, Richard Clifford, from London 17th March.
Passengers.—Mrs. Jane Ewing; Miss Jane Ewing; Rev. Robert Ewing, Chaplain, H. C. S.; George Lambe, Esq. returning to India; J. L. Phillips, Esq. ditto; Mr. Charles Dean, ditto; Mr. H. G. Douglas, ditto; Mr. Joseph Henry, Free Merchant; Ensign Pearson, H. M. 31st Regiment; Messrs. Robert Wigram Hughes and Alfred P. Currie, Writers, H. C. S.; Mr. H. Maclean, Assistant Surgeon, H. C. S.; Dr. E. C. Duncan, ditto; Mr. E. H. Raleigh, ditto; Dr. W. McGregor, ditto; Dr. E. S. Sealon, ditto; Dr. James Morice, ditto; Messrs. A. Napier, R. T. Knox, A. Balderston, C. Wollaston, O. Campbell, A. Campbell, G. Nugent, J. C. Haslock, W. Young, P. Nicholson, F. Raleigh, W. H. Hall, G. R. P. Beecher, W. Keef, J. M. Simpson, W. Edwards, A. D. Coull, J. Mackey, H. Mackenzie, N. Palmer, R. Beaven, W. Bartlett, and G. Gordon, Cadets; Nicholas Jones, Native Seaman; Anne, Native Servant to Mrs. Ewing.

April 4th 1826. Lat. 19° 00' N. 24° 18' W. spoke the Brig Acasta, from Liverpool to Rio de Janeiro.

April 17th, Lat. 2° 30' N. Long. 20° 45' spoke the Ship David Scott, from Calcutta to London.

April 25th, Lat. 6° 3' N. Long. 21° 50' W. spoke the H. C. Ship Duke of York from China.

April 27th, Lat. 2° 33' S. Long. 22° 45' W. spoke the American Ship Nautilus, with loss of her mizen mast and top masts, offered her assistance which she declined.

July 2d, off False Point, Bay of Bengal, spoke the Ship Hibberts. from Calcutta to Bombay.

July 7. H. M. Ship Pandora, W. C. Gervoise, from Madras 1st July.

July 8. Ship Marquis of Lansdown, R. Brixey, from Madras 30th June.

July 9. Ship Sulimany, Thomas Harrold, from Rangoon 25th May and Masulipatam 2d July.

July 10. Ship Felicitas, R. H. Wischam, from Rangoon 23d May, Acheen, and Madras 4th July.

Passengers per Sulimany from Masulipatam: Messrs. William Webb and J. E. Delpherin, Merchants; and four Natives.

The Ship Clydesdale was expected every moment at Masulipatam when the Sulimany sailed.

The following are from the Felicitas; viz.

The Grab Ship Asia Felix, in the Gasper Chanel, bound up.

Vessel expected from Madras:

The Hummon Shah Transport, Private Ships Ann, (Worthington,) Sultan, (Davidson,) from the Gulph—Ausmany, Arab, from Bombay.

DEPARTURES.—July 9. Brig Active, R. Jameson, for New South Wales.

Vessels expected to sail immediately:—H. C. Steam Vessel Enterprise, J. H. Johnston, for Rangoon—Brig William Young, D. Morrison, for Liverpool—Ship Arethusa, J. Haly, for Nicobars and Rangoon.

The undermentioned vessels gone to sea; viz.

July 5. Anna Robertson, Lady Blackwood, Fergusson, and Schooner Marianna.

July 6. Earl Kellie.

STATIONS OF VESSELS IN THE RIVER, JULY 9, 1826.

DIAMOND HARBOUR:—Dunvegan Castle,—Caroline—Felicitas, inward-bound, remains.
KEDGEREE:—H. M. Ship Pandora.
NEW ANCHORAGE:—H. C. Ships Macqueen Berwickshire, George the Fourth, Earl of Balcarras, Sir David Scott, and Lady Melville—Shaw Inshaw—Penang Merchant.
BELOW SAUGOR:—H. C. Ship Thames, outward-bound, remains.

MADRAS.

ARRIVALS.—July 12, Ship General Palmer, Captain G. Truscott, from London the 8th March.
13, Ship Euphrates, Captain G. Scott, from Gravesend the 5th March.
13, H. M. Ship Larne, Capt. James Kingcome, from Penag the 26th June.
Do. Ship Susan, Captain G. Stoddart, from Rangoon the 2d June and Acheen 1st July.
DEPARTURE.—July 14, Ketch Mary Ann, Captain Jacobs, for Colombo.

MARRIAGES, BIRTHS AND DEATHS.

BOMBAY.

DEATHS.—At Aurungabad, on the morning of the 6th Instant, in consequence of injuries received by falling with his Horse, Doctor C. C. Cheyne of His Highness the Nizam's Medical Establishment, deeply and deservedly regretted, aged 26th.

At Kaira, on the 13th Inst. James Home Brutton, youngest Son of Major Brown 4th Light Dragoons aged four years and Six Months.

At Byculla, on Thursday morning the 27th July, Anne, the wife of Major General Wilson commanding the Presidency Division of the Army, greatly and deservedly regretted by all who had the pleasure of her acquaintance, and knew her worth.

Mrs. Wilson possessed that pleasing kind and genteel simplicity and frankness of manners which made her as much an object to be admired, as her genuine virtues rendered her one to be respected.

With a disposition so cheerful and amiable, which thus caused her to be so generally esteemed, she was also the generous friend, the affectionate wife, and tender mother.

Her disconsolate Husband deplores, with sorrow of heart, her early removal, and the writer of this Tribute, is certain, he does not advance too much in observing, that, by her death, society has sustained a very heavy loss.

In a few words, she may justly be said to have reached as near to perfection, as the defects of human nature would allow.

"Heaven claimed the spark of its ethereal flame"
"And Earth returned it spotless as it came"

Mrs. Wilsons' Remains rest within the Church of Bombay.

CALCUTTA.

MARRIAGES.—At Chandernagore, on the 26th June, L. Cheron, Esq. to Mademoiselle Amenaide D'Embrun D'Arbelles.

At Vellore, on the 17th June, at the House of Captain Hosmer, Commissary of Ordnance, by the Reverend R. Smith, M. A., Lieutenant Colonel George Maunsell, to Charlotte Barclay, third Daughter of the late J. D. White, Esq. of the Medical Board of this Establishment.

BIRTHS.—At Calcutta, on the 4th July, Mrs. Freeborne, of a still-born child.

At Dacca, on the 5th July, the Lady of Lane Maguiac, Esq. of the Civil Service, of a Daughter.

DEATHS.—At Calcutta, on the 7th July Mrs. C. L. Savage, aged 40 years, 5 months and 2 days.

At Sulkea, on the 6th July, at 7 o'clock P. M., the Daughter of Mr. George Chiene, Ship Builder, aged 3 years, 1 month and 7 days.

At Barrackpore, on the 6th July, after a lingering illness, Mrs. Adams wife of J. Adams, Serjeant, 16th Regiment Native Infantry.

At Behar, Gya, on Thursday, the 29th June, Charles, the infant Son of Mr. John Vallentee, aged 9 months and 9 days. "The Lord gave and the Lord hath taken away, blessed be the name of the Lord."

MADRAS.

MARRIAGE.—At St. Thomé, on the 10th Inst. by the Rev. G. J. Laurie, Lieutenant James Campbell, 33d Regt. M. N. I. to Barbara Adair, fourth Daughter of the Rev. A. Laurie, D. D. Minister of the Parish of London, Ayrshire.

BIRTHS.—At Bellary, on the morning of the 8th instant, the Wife of Mr. David Ross, Revenue Surveyor of the Centre Division, of a Daughter.

On Friday the 14th Instant, Mrs. Thomas Barker, of a Daughter.

On the 4th July at Woodville, on the Neilgherry Hills, the Lady of J. C. Morris, Esq. of the Civil Service, of a Son.

At Jaulnah, on the 25th June, the Lady of George Sandys, Esq. 6th Cavalry, of a Son.

At Tellicherry, on the 24th June, the Lady of Francis Lascelles, Esq. of a Daughter.

At Kampte, on Monday morning the 26th June, Elizabeth, the Wife of First Dresser Henry Eason, Horse Brigade, of a Daughter.

At Cottayam, on the 29th June, Mrs. Fenn, of a Son.

DEATH.—At Vepery New Town, on Thursday morning the 13th Instant, after Child birth, Mrs. Theodosia Davidson, aged 17 years, 7 months and 28 days, sincerely and deservedly regretted by her disconsolate husband, relations and acquaintances.

CALCUTTA.

CURRENT VALUE OF GOVERNMENT SECURITIES.

JULY 5, 1826.

Buy.			Sell.	
28	0	Remitable Loan, at 6 per Cent. Prem.	27	4
1	0	per Cent. Loan, Discount	1	8
2		Prem. New 5 per Cent. Loan, Discount	0	4

BANK OF BENGAL RATES.

Discount on Private Bills..... 8 0
Ditto on Government Bills..... 5 0
Interest on Loans on Deposit..... 8 0 *a* 2 Ms.

COURSE OF EXCHANGE.

BUY.		CALCUTTA.	SELL.
2 *a* 0	On London 6 Months sight, per Sa. Rs.	2 1	
	Bombay 30 Days sight, per 100 Bombay Rs.	98	
	Madras ditto, 92 *a* 96 Sa. Rs. per 100 Madras Rupees.		

BENGAL BANK SHARES—Premium 5600 to 5800.

PRICE OF BULLION.

Dollars,	....	per 100 Rupees	207 4
Sovereigns,	.... .	each ditto	10 11
Guineas.	....	ditto, ditto	11 0
Old Gold Mohurs.		ditto	19 0

Yesterday's Bankshall Report announced the arrival of the H. C. Ship *Lady Melville*, Captain CLIFFORD, from England the 17th March, having the following passengers:

Mrs. Jane Ewing; Miss Jane Ewing; Rev. Robert Ewing, Chaplain, H. C. S.; George Lambe, Esq. returning to India; J. L. Phillips, Esq. ditto; Mr. Charles Deane, ditto; Mr. H. G. Douglas, ditto; Mr. Joseph Henry, Free Merchant; Ensign Pearson, H. M. 31st Regiment; Messrs. Robert Wigram Hughes and Alfred P. Currie, Writers, H. C. S.; Mr. A. Maclean, Assistant Surgeon, H. C. S.; Dr. E. C. Duncan, ditto; Mr. E. H. Raleigh, ditto; Dr. W. McGregor, ditto; Dr. E. S. Sealon, ditto; Dr. James Morice, ditto; Messrs. A. Napier, R. T. Knox, A. Balderston, C. Wollaston, O. Campbell, A. Campbell, G. Nugent, J. C. Haslock, W. Young, P. Nicholson, F. Raleigh, W. H. Hall, G. R. P. Beecher, W. Kerr, J. M. Simpson, W. Edwards, A. D. Coull, J. Mackey, H. Mackenzie, N. Palmer, R. Beaven, W. Bartlett, and G. Gordon, Cadets; Nicholas Jones, Native Seamen; Anne, Native Servant to Mrs. Ewing.

As yet we have not procured any Papers or items of news by this arrival.

Since the above went to press, we have seen a *Courier* of the 16th March. It contains no news. A very warm feeling continued to exist in Scotland, on the subject of the proposed withdrawal of small Bank notes from that country; and the *Courier* seems of opinion, that nothing short of a Parliamentary Committee will be able entirely to allay the Northern tempest.

The lucubrations of *Malachi Malagrowther* had been answered in superior style by a *dear* Cousin, who dates his letters from Waverly Honor, and signs himself E. Bradwadine Waverly. The letters of the latter are ascribed to no less men than Mr. CANNING and his friend Mr, HUSKISSON,

The same paper gives the following pleasing intelligence: "Consuls opened this morning at 78 1/8, went to 78 1/4 3/8, receded to 77 7/8, and are now (2 o'clock P. M.) 78 1/8. There has been an immense deal of business doing, and the market is very firm."

From this we infer that the mercantile distress may be considered as having passed by.

The third reading of the Small Notes Bill was carried on the 7th of March, the members for it were 109—against it 9!

In the colonial market there is a great in-

Digitized with financial assistance from the Government of Maharashtra on 28 June, 2017

provement, (*Globe* and *Traveller* of 8th March;) a revival had taken place in the demand for sugars, coffee, cotton and spices.

There was a fall in a sale of tea in the India House on the 7th March. The decline averaged above 6d. on the short price, that is, the price without duty, which ought to make a reduction to the consumer of 1 shilling in the pound.

Petitions against the project of law of primogeniture, were pouring in from all quarters, in the French Chambers.

Letters from Manchester and Liverpool state, that considerable business was doing in the markets, and at steady prices.

Matters looked up in the silk market, and the manufacturing business of Spitalfields had began to resume its former activity.

Accounts from Glasgow, we are happy to state, report commercial improvement instead of the late DISTRESS, and, that business was decidedly looking better.

Accounts from Petersburgh of the 28th February, stated that every thing was quiet.

The *Madras* (Captain FAYRER) with our late Commander in Chief, Sir E. PAGET, on board, had arrived in England—all well.

[*India Gaz. July* 6.

Yesterday's Kedgeree Report announced a large vessel standing up, of which the name had not been ascertained. She proves to be the H. C. Ship *Lady Melville*, from London the 17th March,: the list of her Passengers will be found under the usual head.

[*Govt. Gaz. July* 6.

By the arrival of the *Lady Melville*, London papers from the 1st to 16th March have reached us. The King was recovering from the severe attack of gout, which his Majesty had recently suffered under. Particulars are given else-where.

Commercial confidence was beginning gradually to regain its footing. The best effects were looked for from the opening of the Chancellor's Budget, but it failed to rise the price of the Funds to the extent that was expected. The latest accounts, give consols at 77 to 77¼. No failures of importance are announced as having occurred at home, but the natural consequences of the distress in London, the great emporium of European Commerce, were felt most severely all over the continent. The stoppage of Goldschmidt's House, was followed by the most alarming failures in Gottenberg, Frankfort Berlin, Dantzig, Leipsic,—in short in all the principal Trading Towns. M. Rothschild had kept up his credit, and afforded relief to several houses with which he was connected.

It is pleasant to be able to state that the loan from the Bank of England had satisfied the deputations from the Manufacturing Towns. The Manufacturers of Leeds, Manchester Glasgow were taking advantage of it, and the distress had in a great measure abated. On the whole we think, the storm that lowered so long, has passed away without committing half the havoc that, with some reason, was anticipated.

We have closely searched our newly received files, for some news relative to India, but we have not discovered anything that particularly calls for notice, except the subsequent account of the contested election for the vacant seat in the direction of the East India Company's affairs. The following is the result.

Henry [illegible]lexander, Esq..... 893
Jame[illegible]q..... 463
[illegible]sq..... 401

The t[illegible]lemen with Major Carnac, and [illegible]r, intend standing at the ge[illegible] in April, when two or perhaps [illegible]es will occur.

Gre[illegible]s excited by this election as Mr[illegible]he support of the ministry and the body of [illegible]e Directors including the two chairs, and it was in consequence supposed that he would have been the successful candidate.

Sir James McGreggor M. D. has been elected Lord Rector of Marischal College, Aberdeen, in the room of Mr. Hume.

Mr. Peel, has commenced a Herculean labour, which few others would have courage to attempt, or attempting, would have much chance of succeeding,—the improvement and consolidation of our Criminal Code.

He begins with a consolidation of the statute laws on the subject of Theft, and an improvement of the Law respecting Bail. All persons must agree that no subject more urgently call for amendment, and the attention of the Legislature. Mr. Peel comprises all law respecting theft in thirty two pages. He also has attacked with an unsparing hand those technicalities, which enabled guilt to escape with so much ease in England

---

The attention of the upper House has been principally occupied by debates on the Corn Laws, Promissory note Bill, Abolition of Slavery, and the Scotch Banking System. The Promissory note Bill had been read a second time, not without considerable opposition: particularly from Lord Caernarvon, who moved, as an amendment, "that the second reading should be postponed for six months." His amendment was negatived and the Bill read.

The Scotch appear actually to imagine that a pound note is intrinsically worth more than a sovereign. The tables of both Houses are crowded with petitions from every part of Scotland against the bill.

The whole force of Scottish Newspapers have raised their voices against the extension of the system to their country, with exception of the *Scotchman* who steers a middle course.

There has been some warm work in the House of Lords about the Repeal of the Corn Laws. Ministers, cannot by any feasible means, refuse much longer listening to the crowd of petitions from the Manufacturing districts. Lord King is the great advocate for their repeal, and the Duke of Athol who supported them so strongly at first, has quitted the field, and left the Earl of Limeric to sustain the cause, as well as he can. The whole Bench of Bishops are his worthy auxiliaries, for a very evident reason, viz: if the Corn Laws are repealed the value of Tythes will consequently be decreased tenfold.

The Chancellor of the Exchequer opened his Budget on the 13th of March. His speech and *exposé* are extremely clever, and put to the route the crowd of gloomy opinions which some gentlemen on the opposite side, headed by Mr. Hume had prepared for the occasion. They for once however were balked, as the decrease in the revenue was much less than was supposed it could be, considering the late depression in trade. We refer our readers to the Morning Chronicle's leading article, for the day after the debate, in a subsequent column, for particulars. We shall give the Chancellor's Speech in full to-morrow, if possible.

A morning paper says—"We have authentic accounts from Petersburgh, which mention the firm determination of the Emperor NICHOLAS to reduce his army to *an enormous extent*. It is confidently asserted that they have actually discovered no less than from 12 to 13,000 conspirators implicated in the design of destroying the Imperial Family, and producing a constitutional Government, among whom are several of the first nobility, a great number of General Officers, and many Civilians. The intention is to make an example of the principal leaders, and to disperse the rest, some to their estates, and others to Siberia. Nothing, however, is said of any intention to make war on Turkey or to aid the Greeks." Now this seems to be a mere *ruse de guerre*, for NICHOLAS could never for a moment hold it in contemplation, to disband thirteen thousand soldiers, who are to a man strongly imbued with a revolutionary spirit. This would indeed be to distribute incendiaries, through the Empire, who discontented, and ripe for rebellion, would find abundance of pupils to follow wherever their Masters led them. On the other hand the Emperor could never think of either exiling or executing a tythe of the conspirators, besides it is apparent that he was not acquainted with their extent or number, after the enumeration of all that have even been suspected. His only resource as far as we can conceive, is giving way to the universal wishes of the people, by declaring war against the Turks. No other measure, no matter how supported, can even defer an open rebellion in the Russian Autocrat's territories.

No intelligence of the Duke of Wellingtons arrival at St. Petersburgh had been received in London on the 16th of March, but various rumours were circulated by the Stock jobbers concerning him for interested purposes, but none with any foundation.

The following is the Bill introduced by Mr. W. W. WYNN, entitled "A Bill to regulate the appointment of Juries in the East Indies." It will be seen by it, that men of all religions, if properly qualified in other respects, are entitled to sit on *Petty* Juries, provided the person to be tried does not himself profess the Christian religion. In this case, the jury must consist wholly of Christians. The exclusion is still continued, with regard to Grand Juries.

It is probable that some amendments, or at least additions will be made to it, before it passes Parliament. The Bill was printed on the 6th of March: but no farther mention of it had been made up to the 16th.

"WHEREAS by an Act passed in the thirteenth year of the reign of his late Majesty King *George* the Third, intituled, "An Act "for establishing certain Regulations for the "better Management of the Affairs of the "*East India* Company, as well in *India* as in "*Europe*," it is among other things enacted, That all Offences and Misdemeanors which shall be laid, tried & inquired of, in the Supreme Court of Judicature at *Fort William*, in *Bengal*, shall be tried by a Jury of *British* Subjects resident in the Town of *Calcutta*, and not otherwise:

And whereas, it is expedient that the right and duty of serving on Juries within the limits of the Local Jurisdiction of the several Supreme Courts at *Calcutta*, *Madras* and *Bombay*, should be further extended:

May it therefore please your MAJESTY,

That it may be Enacted; AND BE IT ENACTED by the KING's most Excellent MAJESTY, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same THAT all good and sufficient persons resident within the limits of the several Towns of *Calcutta*, *Madras and Bombay*, and not being the subjects of any Foreign State, shall, according to such rules and subjects to such qualifications as shall be fixed in manner hereinafter mentioned, be deemed capable of serving as Jurors on Grand or Petit Juries, and upon all other Inquests, and shall be liable to be summoned accordingly; any thing in the said Act, or in any other Act, charter or usage to the contrary notwithstanding.

And be it further Enacted, That the respective Courts of Judicature at *Calcutta*, *Madras* and *Bombay*, shall have power from time to time to make and establish such Rules with respect to the qualification, appointment, form of summoning, challenging and service of such Jurors, and such other regulations relating thereto, as they may respectively deem expedient and proper: Provided always, that copies of all such Rules and Regulations as shall be so made and established by such Courts of Judicature, shall be certified under the hands and seals of the Judges of such Courts to the President of the Board of Commissioners for the Affairs of *India*, to be laid before His Majesty for His Royal approbation, correction or refusal.

Provided also, and be it further Enacted, That Grand Juries in all cases, and all Juries for the trial of persons professing the Christian Religion, shall consist wholly of persons professing the Christian Religion."

[*Bengal Hurkaru. July* 7.

We have been favored with the perusal of letters from Cheduba of the 31st May, from which we are sorry to find, that great sickness has prevailed amongst the men of the European Regiment, since the first week of May, at which period the S. W. monsoon set in with great violence: by the end of the month, the number of sick in Hospital amounted to 220, having increased to that extent, from about 80, at the beginning of the month. None of the officers had yet experienced the ill effects of the change of season, prior to which the Island had been considered as a healthy station.

An inhabitant of Hariar, a village near Barnipur, a man of the Fisherman caste, whilst stopping up a hole in his hut made by rats was bitten in the finger by a rat. The moment he was bitten, he was exceedingly depressed, and he told his family that he had been bitten by a snake: he was immediately deprived of consciousness, and shortly afterwards expired.—*Sambad Kaumudi.*

Cal. Govt. Gaz. July 10.

The Chancellor of the Exchequer, in the debate that took place on the opening of the Budget, (13th March,) with reference to the opinions of the *Malagrowther* set, expressed himself as follows:—

"If the nation pays 1,330,000*l.* less now than in 1823, and the same time adequate provision has been made for the maintenance of the character, honour, and security of the country; if we have also been enabled to do much towards the extension of religious worship, and the instruction of the poorer classes; if we have been furnished with the means of interior improvement in the repair of roads, bridges, harbours, and objects of that kind; if we have had something likewise to bestow for the promotion of arts and sciences, and yet in three years have repealed eight millions of taxes, and reduced the charge on the debt to the extent of more than a million, I say fearlessly, that we have done something.—(Hear, hear.) I say that we have done something that we need not be ashamed of, and that having accomplished it, we may boldly face our constituents in any part of the country, and run the chance of an appeal to their suffrages.—(Continued cheering.) There is another part of the expenditure against which I have always felt inclined to wage a most unrelenting warfare—I mean the charge for collection.—(Hear, hear) It is a topic that has often attracted the attention of the house, which has endeavoured to cut it down to the utmost, and to adopt such arrangements as would produce a saving of the public money. We have not been idle or inattentive to this subject. In 1818, the expense of collecting the taxes of the united kingdom was 4,353,000*l.* and in 1825 this charge had been reduced to 3,832,000*l.*, being a saving of half a million. Considering that great changes cannot be effected at once, this, let me say, was a great deal to accomplish, and it affords at least *prima facie* evidence that we have endeavoured to do our duty. This object was not, perhaps, a very easy matter to effect; we have had many things to contend with—ancient prejudices, deep-rooted habits, and powerful interests. I think I cannot give a better proof of the sort of feeling against which we have had to fight, than by reference to what has been recently published in a northern portion of the empire. It seems that the extinction of the two independent Boards of Customs and Excise in Scotland (and the same course has been pursued in Ireland), and their union and amalgamation with the same departments in England, are to be considered by every true Scot [hear!—the house seemed to suppose that a pun was intended] as derogatory to his national dignity, offensive to his national pride, and subversive (Good God! of what?) subversive of his prescriptive rights.—(Hear, and laughter.) *Antony*, over the body of *Cæsar*, in a speech which Shakespear puts into his mouth, exclaims, in a burst of passionate enthusiasm—

"Oh! what a fall was there, my countrymen!
Then you, and I, and all of us fell down,
Whilst bloody treason flourished over us."

But the appeal from the North is not less vehement or passionate—the indignation of Antony is not more furious against the murderers of Cæsar, than is the wrath imprecated upon the unfortunate author of the woeful tragedy which terminated the existence of two miserable fiscal departments. I could not imagine at first, what was meant by the writer; I felt almost like a guilty thing, oppressed by the weight of some undefined crime: and if I met my noble friend first at the Board of Admiralty, or with any of my honourable friends from Scotland, I hardly dared to look them in the face, I felt quite sure that the denunciation was for some dreadful crime; but I knew not what, and I was left for some time in all the agony of doubt. But it occurred to me that I had some Scotch blood, and good Scotch blood too, in my veins, and I did not feel that I had done any thing which shewed I was insensible to the honour and dignity of that part of his Majesty's dominions. After passing in review all the signal glories and triumphs of Scotland; after summoning to my recollection all she could so justly boast that adorns or exalts the human race; after reflecting on the originality, the grace, and the genius of her poets; on the eloquence, the accuracy, and research of her historians; on the elaborate lucubrations and profound discoveries of her philosophers; and after watching the progress of her gifted sons, while soaring through the delightful regions of fancy, or penetrating the depths of science and erudition, I never dreamt of including among her worthies the members of her independent fiscal boards of customs and excise. (Much cheering and laughter.) When enumerating her Abercrombies, her Moores, her Lynedochs, and her Hopetowns, I never thought of coupling with them the obscure functionaries of a civil department. When, two years ago, it fell to my lot to move the erection of a monument to the memory of Lord Duncan, I never dreamed that the honour of Scotland would be tarnished by transfering the seat of the board of customs from Edinburgh to London. (Hear.) I thought that the honour of Scotland rested on a more solid basis. I thought that the real glory of that country would have shone with perenial light if the excise had never meddled with its whiskey, nor the customs controlled its commerce. (Hear, hear.) I thought that the lustre of the national fame would not have been dimmed, though both these wretched fiscal boards had been swallowed up—oh woful catastrophe!—in the all-devouring vortex of English uniformity.—(Cheers.) When I am told that the abolition of these offices is something disrespectful to the impoverished nobility of that country, I feel that if I were a mere Scotchman, I should be too proud to admit that the ancient lineage of that ancient kingdom could consider themselves disparaged because government have less patronage to offer, and they less emolument to covet.—(Cheers.) These measures, dictated alone by the necessity of reform and retrenchment, have been held up as punishments wantonly inflicted on innocent and unoffending Scotland, and her wrath has been denounced against their author; but as long as I can enjoy the consolation, while performing my public duty, that I am engaged in diminishing the burthens and increasing the happiness of the people, I shall look without terror on the flashing of the Highland claymore, though it be evoked from its scabbard by the incantations of the first magician of the age.—(Loud cheers.)

[*India Gazette, July* 10.

MADRAS.

Macao.—A *Macao Gazette*, of the 18th of March, has been kindly handed to us: amongst other articles we observe an account of a riot which took place amongst the Chinese Inhabitants at the Execution of a Caffre, a Native of Timor, for murder. It appears that in the month of February last a Chinese had been murdered by a Caffre slave of Major Joze Caetano Favacho, who after being duly tried according to the Portuguese Laws, was condemned and sentenced to be hanged, and afterwards his head and arms to be severed from his body. The execution took place on the 13th of February in the presence of the Mandarins and a large concourse of Chinese. The reble designated *Lan-Chais*, or Marauders, with the view it is supposed of extorting money, insisted that the murder was committed by the master of the Caffre, and one of them, presented himself before the presiding Chief Mandarin, demanded that the Portuguese Gentleman should be brought to trial for the crime, as the Chinese were not satisfied with the punishment of the slave instead of the master. This man was instantly ordered to be punished, upon which the mob arming themselves with spears, collected round the house in which were assembled the Portuguese Authorities and the Mandarins sent by the Viceroy of Canton to see the sentence carried into execution, and charged the Portuguese Troops assembled on the occasion. They siezed the Chief Mandarin, insulted and beat him most severely. They also proceeded to pull down houses and to commit various other outrages on the persons of the Mandarins and inhabitants of Macao, and order was not restored until a field piece had been ordered out, when the *Lan-Chais* betook themselves to their boats. On the following day they appeared again in vast numbers at the Market place and attempted to prevent the sale of Provisions to the Portuguese, but in which they were not successful and were forced to fly.

The account states, however, that a good understanding existed between the Portuguese Authorities and the Mandarins and that perfect tran-

(Continued after the Poetry.)

Poetry.

THE CHILD AND DOVE.

SUGGESTED BY CHANTREY'S STATUE OF LADY LOUISA RUSSELL.

BY MRS. HEMANS.

I.

Thou art a thing on our dreams to rise,
'Midst the echoes of long-lost melodies,
And to fling bright dew from the morning back,
Fair form, on each image of Childhood's track!

II.

Thou art a thing to recall the hours
When the love of our souls was on leaves and flowers;
When a world was our own in some dim, sweet grove,
And treasure untold in one captive Dove!

III.

Are they gone? can we think it, while thou art there,
Thou radiant child with the clustering hair?
Is it not Spring that indeed breathes free
And fresh o'er each thought, as we gaze on thee?

IV.

No! never more may we smile as *thou*
Sheddest round smiles from thy sunny brow!
Yet something it is, in our hearts to shrine,
A memory of beauty, undimmed as thine!

V.

To have met the joy of thy speaking face,
To have felt the spell of thy breezy grace;
To have lingered before thee, and turned, and borne
One vision away of the cloudless morn!

THE EXILE.

It is well that I love the south-west wind,
It is well that I love the sounding verse;
For in its affections my heart hath sinned,
And a fiend o'er my country has breathed a curse.

Ah! why was I born in affection strong,
(affection the world was made to sear),
With a cheek to glow at the oppressor's wrong,
And a heart to throb at a woman's tear.

How I envy the lark as she springs from her nest,
And chants in the broad sky joyous and free!
No pangs for the past divide her breast,
No hope of things that never must be.

Then down my heart, and down with its pride,
A chill hath withered its budding May;—
My love's in her grave by the cold sea-side,
And my country is drooping and dying away.

I. R.

(Continued from the third Page.)

quillity had been since restored. It concludes with remarking that it is the first time the Chinese are known to have rebelled against their proper authorities, and the Mandarins are using every exertion to discover the ringleaders of the riot, whom they are determined to punish in the most exemplary manner.

Supt. to the Mad. Govt. Gaz. July 18.

CEYLON.

We have the pleasure to announce the arrival in our roads this day, of the Ship *The Morning Star* W. BUCKINS Master which left Falmouth on the 3d March last, with Post Office Packets, and the following Passengers have arrived by her.

Mrs. Rayne,
Mrs. Meaden and 4 Children,
Lieut. Siddons, R. A.
Lieut. Rayne, Ceylon Regiment.
Lieut. Meaden Ditto.
Doctor Torrent, 20th Regiment.
" Callender 83d ditto.
" McDonald, 54th ditto.
Hospital Asst. Stewart,
Ditto Lucas,
Mr. Wells, Ceylon Civil Service.
Mr. Walsh.
And a Detachment of Gunners & Drivers, R. A.

[*Ext. Sup. to the Ceylon Gaz. July* 3rd.

EUROPE.

THE CHANCELLOR'S BUDGET.

The CHANCELLOR of the EXCHEQUER brought on his Budget last night, agreeably to announcement. It was expected pretty generally, we believe, that the Collection of the Revenue of the present year would not warrant any sanguine anticipations as to the produce of the year; but, notwithstanding the stagnation and distress, he estimates the whole loss to the Revenue, from diminished consumption, at only 1,300,000*l*. He derived the *data* for this calculation from the Revenue of the Excise during the month of January this year:

The produce of the Excise during the month of January, 1825, was.	£2,259,665
During January, 1826.....	2,257,280
Decrease.....	£2,385

Of the items in which there has been a reduction of taxes, as cyder, glass licenses, sweets, and vinegar—the total produce in

January, 1825, was....	292,033
In January, 1826,.....	192,000
Decrease.....	102,000

Mr. MABERLY wished that he had taken his *data* from a wider range, up to the commencement of the present month. Had he done so, we cannot help thinking that the result would have been more unfavourable for a much greater number of workmen was unemployed in February than in January. However, we may suppose that, as confidence revives, future months will make up for the deficiency of February.

It will be seen that two or three millions of Exchequer Bills are to be funded, and that the Sinking Fund is, in future, to be applied to the extinction of the Unfunded as well as the Funded Debt.

Mr. ROBINSON gave a statement of the various taxes reduced since 1816, with a view of meeting the charge of Mr. HUME, that as great amount of taxes was levied now as at the close of the war. He makes the taxes reduced amount to 27,522,000*l*. which allowing for the difference in the value of the currency, is equivalent to 24½ millions of our present money. Deducting these 24½ millions from 58 millions, the amount of the Revenue without the Repeal, the remainder would be thirty-four millions; but the actual receipts of 1825 were 52 millions. "And how," he says, "have the 18 millions, the difference between the two, been obtained? Solely because the people have had greater means in their power of consuming those articles on which taxation is levied." We all know that taxation, carried beyond a certain amount, ceases to be productive, because it diminishes consumption; two and two, in the arithmetic of the Customs, as SWIFT observed long ago, being often, not four, but only one. But because the reduction of the amount of taxation on particular articles is not attended with a great reduction in the amount of the Revenue, the increased consumption compensating for the diminished rate, it does not follow that Ministers ought to retain the expenditure nearly as high as it was before the repeal of the taxes. Further diminution of expenditure would allow still further reduction of taxes, and it will not be contended that the taxes can be too much reduced.

The sentiments uttered by Mr. ROBINSON, on the subject of the growth of knowledge, were highly honourable to him; but he must forgive us, if we are not so far partakers of the intelligence from which he anticipates such beneficial results, as to go fully along with him in one or two passages.

"I declare," he says, "most sincerely, that if there be any thing uppermost in my mind on the consideration of these matters, it is an earnest desire to set at nought all questions of interest and patronage. In abolishing a tax, it has never yet crossed my mind to inquire what loss of patronage would be the consequence. It never occurred to me. To cut down an establishment was, no doubt, a very inconvenient thing to certain parties, and by continuing it, no doubt, I might have obliged many of my friends, to whom I should have been exceedingly glad to have given an appointment, or some snug little thing of the kind [hear! and laughter]. But when an application has been made to me, it produced no uneasiness in my mind to reply, 'I have nothing to give; we have no spare offices, and no spare money; we have cut down every thing to the lowest point; we cannot afford to keep people who are too old or too idle to work; all our places must be filled by people who are both willing and competent, and if they are not competent, I may be sorry for it, but I am compelled to remove them.'"

We give Mr. ROBINSON and his Colleagues due credit for their good intentions, but we imagined that this was England, and not Utopia. When the holder of Boroughs, who returns twelve or fourteen Members, comes to Mr. ROBINSON with the information, that he has sons, and brothers, and cousins, son in-law, &c., to dispose of—is he answered with all this *non-chalance*, "I have nothing to give?" What then, people give 60,000*l*. for a Borough, merely to have the pleasure of admiring the virtues of Mr. ROBINSON and his Colleagues! This would have been thought incomprehensible a year or two ago, at all events. But since the country gentlemen set the example of disinterestedness, by legislating to produce cheap bread to the people at the expence of their own rents, all classes seem to vie with each other in sacrificing all self-seeking. Let us hear no more after this of Borough-mongers, or Lord CHARLES's, or corruption, and so forth; if we have absolute and perfect virtue, what more would we have? It must be owned, however, that it requires all the increased intelligence of the present day to comprehend all this. But if there is to be no corruption, no evil doings, our trade is at an end; for the LORD CHANCELLOR will be taking it into his head one of these days, to renounce patronage too, so that he may be able to quit office with as high language in his mouth as any of them. That we should have lived to this!

We had almost forgotten in our ecstacy to state, that the Bank is to be paid six millions of the Exchequer Bills in their hands during the present year, leaving two milions still due.

Upon the whole, Mr. ROBINSON calculates on a surplus of 714,579*l*. The duty on tobacco, which lapsed in the summer through mistake, amounting to 600,000*l*., is not to revived. This is the only reduction we are to have.—*Morn. Chron. March.* 14.

IMPORTANT IMPROVEMENTS IN STEAM NAVIGATION.

The progress of improvement and discovery in the useful arts, has in no one branch of practical knowledge been more rapid, or more productive of undoubted advantage to society at large, than in the application of the power of steam to the purposes of navigation. By combining the advantages of increased speed in their progress, more exact punctuality in their periods of departure and arrival, and much greater economy in their rates of charges, steam vessels have already superseded the use of sailing ones, on all voyages to and from places within a short distance of each other. They have, indeed, by this time, covered the face of almost all the lakes and inland seas of the globe, and filled the rivers and creeks of Europe and America, while some even attempt to traverse the Atlantic and the Indian Oceans. The only limits to their universal adoption, as the exclusive means of communication between places the most remote, appeared to be the power of increasing the speed, and lessening the consumption of fuel for distant voyages,—two essentials eagerly attempted to be discovered by men of science in every quarter; and the completion of which was all that remained necessary to bring into immediate contact and communication the uttermost ends of the earth.

It will be a subject of congratulation to the whole world, to learn that these long-sought improvements have at length been found; and that certain combinations have been made by a skilful and intelligent engineer of France, which are certain of giving, to the steam vessels fitted on his plan, as decided a superiority over all others now in use, as they themselves enjoy over sailing ships of every description; and consequently to eclipse them with as unerring a certainty as they have superseded their predecessors. The engineer, by whose genious and talents these important improvements were suggested, perceiving the immense advantages to be derived from their immediate adoption, hastened to England, and secured to himself a royal patent, confirming to him the exclusive privileges of his invention for a period of fourteen years, within the United Kingdom of Great Britain and Ireland, and all their distant dependencies. This grant, under the privy seal of state, being now actually in his possession, there remains no longer any apprehension of competition on the same grounds; and, consequently, no reason for delaying to announce the outlines, at least, of the improvements in question.

1. The complicated nature of the machinery used in all the engines, by which steam vessels are at present moved, renders them liable to accidents of various kinds, and requires a degree of superintendence, which is at once painful and expensive, without even then preventing the necessity of very frequent adjustment and repair.——The engine of the present inventor, which his now in use in different parts of France, and has been tried and proved in the most satisfactory manner, is of a much more simple construction; and, ~~besides being less~~ costly, is not liable to many of the accidents, impediments, and injuries, to which others are constantly subject.

2. The great space occupied by existing engines, takes away, from the vessels in which they are employed, a large portion of the hull, that might otherwise be appropriated to the accommodation of passengers in the upper part of the frame, or to the stowage of fuel, water, and provisions below: while the immense weight of the whole mass is such as to press the vessel unnecessarily deep in the water, producing the two evils of increasing the burthen, and lessening considerably the rate of speed.——The new engines are, on the contrary, so compact in all their parts, that *three* of them will not occupy more room than *one* of corresponding power of the kind at present used: so that three times the actual force can be condensed into the same given space, and the weight of the whole be reduced in nearly the same proportion.

3. The quantity of fuel consumed by the old engines is so great, that scarcely any of the ordinary vessels using them, can carry more than sufficient for a voyage of a few days, without encroaching on the space that should be allotted to cargo, provisions, or passengers.——The new engines, on the contrary, require so much less fuel, that a vessel, navigated by them, will contain sufficient coals for at least twice the period, without at all encroaching on other portions of the hull; but for long and distant voyages, if the hold be appropriated to its reception, sufficient fuel can be stowed on board, to admit of the ship reaching any part of Europe, Africa, or America, without touching any where for fresh supplies; and by replenishing once only at the Cape of Good Hope, she will reach India without being delayed at any of the intermediate stations.

4. The present massive and unsightly chimneys of all steam vessels are productive of danger, as well as inconvenience, in many ways. Their loftiness and weight occasion them to act as long levers, which, in boisterous weather, make the hull top-heavy, and cause the rolling motion to be greatly increased: while, in pitching against a head sea, they augment the violence of the sudden shocks at every plunge; and in the event of their being carried away near the deck, as the strongest masts frequently are, the danger of fire would be infinitely increased. Add to this, the heat thrown out by these chimneys on the deck, and the thick volumes of smoke vomited forth from their summits, to fall again, in calm weather or light airs, on the passengers below, are the subject of constant annoyance and dissatisfaction.——The new engines having their fires fed with air from a large forge-bellows, worked by the machinery of the engine itself, require no perpendicular chimney whatever. They will consume the greater portion of their own smoke, leaving only the residue to be carried off by horizontal tubes passing along the sides of the vessel near the water's edge; thus avoiding all the evils of top-weight, heat on deck, a suffocating atmosphere, and every inconvenience arising from the perpendicular columns.

5. The side wheels of existing steam vessels, constituting all their means of making progress, and to which, therefore, all the power of their engines is applied, are, from their very position, deprived of a great portion of their force, by the inequality of their motion; as, in a rolling sea, it continually happens that one of the wheels is so deeply submerged in the water as to be nearly inefficient from that cause alone; while the other, being entirely out of the water, revolves in empty space. The effect thus produced, is to give the whole frame of the ship a vibratory motion, the wheel having the deepest hold of the water turning her prow alternately to the right or to the left, without any counteracting effect being produced by the wheel having little or no hold of the water, to maintain the ship's progress in a straight course.——In the new steam vessels proposed, this disadvantage, which is inseparable from side wheels used alone, will be counteracted by the addition of two wheels of *much greater force* applied to the stern of the vessel, and spreading the whole breadth of the frame. These will be worked by long horizontal shafts extending from a second pair of engines, which, like the others, will be confined to the centre of the hull, for the sake of concentrating the heat and weight as near the centre of gravity as possible; while the wheels themselves will be abaft, and cover what is technically called "the ship's run," where they will be sheltered from the current caused by the side wheels, and thus avoid the obstacle of its impetuosity; at the same time that they will, while continuing to augment the impetus given by the first, derive all the advantage of the counter current caused by what is called "the dead water," formed from the meeting of the two side currents in "the ship's wake." It is worthy of remark, that this application of wheels to the sterns of steam vessels was first made in France, in consequence of the inability of boats with side wheels to pass through the narrow arches of bridges on several of the French rivers. They were in this case used alone; but even then, they gave a much greater degree of speed to the vessels to which they were applied, than the side wheels, for which they were introduced as a substitute, from their spreading the whole breadth of the frame, and having paddles of eight feet to each stern wheel, on boats which could only sustain paddles of six feet to their side wheels, thus increasing the power in the proportion of 16 to 12, from this cause alone; besides which, the stern wheels are scarcely at all affected by the rolling motion, as the side wheels necessarily are, and therefore operate with more uniform force on the whole body propelled by them. The improvements in the new engines proposed to be used, from their taking less space, being of less weight, and consuming less fuel, will admit of what was before impracticable, namely, the addition of these stern wheels to vessels now worked with side wheels only, a union which will not only increase the speed in a very high degree, by more than doubling the propelling power, but will counteract all the evils of occasional loss of force from the rolling motion when side wheels are used alone; as *both* the sets of wheels, namely, those near the centre and those at the stern, can never be wholly out of the water at the same time; so that, by this arrangement and division of the wheels, the uniform progress of the vessel in a continued straight line will be certain of being preserved.

6. The steam vessels at present navigating the open sea are built of considerable depth, or, in the language of seamen, have a "great draught of water," in order to ensure their being sufficiently stiff to carry sail when occasion may require, as well as to counteract the tendency of a lofty chimney of iron to upset the vessel while rolling. When these ships navigate among shoals and banks at the entrance of great rivers, or arrive off ports in which there is but little water, they are therefore frequently compelled to anchor for several hours, in dark nights and situations of great danger, until the tide flows sufficiently to enable them to pass over such shoals without striking the bottom,—while the quantity of water they displace by their depth necessarily renders their progress more slow and difficult.——In the new steam vessels proposed, the depth of the bottom, or "draught of water," will not be more than half that of the same sized ships on the the old construction; nor, considering the less weight of the engines, the absence of all necessity for sails, and the total disappearance of the heavy perpendicular chimneys, will any greater depth be necessary. In order to provide, however, for navigating the open sea, and so stiffening the vessel as to counteract the rolling motion almost entirely, a sliding keel will be fitted longitudinally in the centre of the standing keel, to be let down and drawn up by simple hand-wheels, to any depth required. These, therefore, when immersed three or four feet below the fixed keel, will give to the vessel all the advantages of an equal draught of water by the whole bottom, without the disadvantage necessarily accompanying a greatly increased bulk.—as this keel will cut through the water edgewise, like a knife, instead of presenting, as the larger bottoms of the old vessels do, a broad and expanded surface to the opposing mass of waters. When drawn up into the body of the vessel, which can be done by the hand power of two men, or even boys, the ship will skim the surface of the ocean, and pass over shoals, banks, rocks, and sands, with the ease and safety of a pinnace, being thus enabled to enter shallow rivers and harbours, when other vessels, drawing more water, would be obliged to lie at anchor exposed without.

(Continued in the Supplement.)

BOMBAY.—PRINTED FOR THE *PROPRIETORS*, BY J. F. DE JESUS, IN MILITARY SQUARE No. 3.
WHERE ADVERTISEMENTS, ESSAYS, POETICAL PIECES, ARTICLES OF INTELLIGENCE, &c. &c. WILL BE THANKFULLY RECEIVED.
Gentlemen about to change their stations are requested to give notice to the PRINTER who will pay due attention to their orders.

SUPPLEMENT TO THE BOMBAY GAZETTE.

WEDNESDAY, 2D AUGUST 1826.

(Continued from the last Page.)

7. Notwithstanding the extraordinary combination of advantages here presented to the imagination, (and these are so manifest that all must understand and rightly appreciate them,) it is perhaps the greatest advantage of all,—at a period when experiment and speculation are in great disfavour,—to be able to say, what can with the strictest truth be alleged, that none of these features are entirely new:—not one among the whole remains to be tried; each has already undergone the test of experience separately, and had its predicted utility confirmed by actual adoption and practice. The engines, with all their remarkable improvements, exist, and are now at work in Lyons and at Paris;—the stern wheels are used alone by many vessels navigating on the rivers Seine and Saone, as well as on the German Ocean; and the sliding keel is well known to amateurs of pleasure boats and nautical men. It is, however, the *combination of all these in one*, that will produce the happy results in contemplation; and on such sure foundations, on such unerring data, do these results depend, that they may safely be said to be inevitable.

It is therefore evident that steam vessels constructed on this plan, and combining the numerous advantages described, must eclipse all existing vessels navigated on the present system. The passage from London to Calais, which usually occupies twelve hours, may, with the new vessels, be as easily performed in eight. The voyage to any part of the Mediterranean will be an excursion of as little difficulty as the present trips to Edinburgh or Glasgow. The passage to America may be even made in fifteen days; and to India, beyond all doubt, in less than sixty, (so as to ensure with certainty the 10,000*l* sterling, offered as a premium for the two first voyages within a given time, from England to that country and back,*) this being just one half the time now occupied in what is called a remarkably fine, or even a rapaid passage, by first-rate Indiamen. The accommodations for passengers will be more ample than at present, as the space occupied by the two sets of engines necessary to work the whole of the four wheels, will not be even so great as the space required for the single set or pair of engines, now used to work the one pair of wheels at the side only. The vibratory motion and the smoke (two constant sources of annoyance) will be greatly diminished, if not entirely avoided; and thus, speed, safety, comfort, and economy, will all be united in a degree never yet attained by vessels of any description that now navigate the ocean.

It would be extravagant even to attempt to state in detail the incalculable advantages to discovery, commerce, and pleasurable intercourse, which these important improvements in steam navigation must inevitably produce. If the South Pole is ever to be approached nearer than it has yet been, by our illustrious voyagers, it must be in a vessel of this description, which, with a well-fitted iron steam, a continued furnace of heat, and the application of stern wheels, where no ice could impede their motion, as they would follow only in the track opened by the vessel's hull, would penetrate in advance, as well as escape in retreat, through openings impassable to any other description of vessels yet in use. If the magnificent prize held out by the Board of Longitude for discovering a north-west passage is to be won by human skill or enterprize, more can be done in a ship of this description, in the two highest summer months of one season, than could be effected by Captain Parry's expedition, or any similar one, in three successive seasons, at one fourth the expense, and without risking, for a single day, the chance of being shut up through a dark and dreary winter. If ever a speedy intercourse is to be maintained with India round the Cape, in one direct voyage, or by the way of Egypt, with vessels touching on either side of the Isthmus of Suez, it is by ships of this description only that the main difficulty in the provision of fuel (described in a former Number †) can alone be overcome; for these only could be laden with a sufficient quantity at their respective ports of departure, to render them independent of all further supply. And as to the superior comfort for those on board, it must be as manifest as the superior despatch; while the superior safety is beyond all disputes.

Under all these undeniable advantages, we know not what can prevent the universal adoption of vessels of this description. Prejudice, indeed, may for a while retard it; since this was powerful enough to prevent the use of steam itself as a propelling power for ships, for years after its first discovery and application to that purpose, and still prevents the use of gas for lights in some of the wealthiest quarters of London, while it is adopted in most of the poorest; so that the passenger, who has every step of his way brilliantly illuminated by the splendid gas-lamps of that abode of poverty, St. Gile's, can scarcely trace his path through Grosvenor-square by the glimmering of the oil-lamps, that still throw their melancholy gloom on the fronts of its splendid mansions. It was only, indeed, during the past winter, that Portland-place, a street of nearly twice the breadth of any other in the metropolis, inhabited by the wealthiest people, and requiring twice the light of any other place in London, for safety merely, without regard to pleasure, had gas-lights substituted for lamps of oil, which were scarcely distinguishable, at particular periods of the year, from one side of the same street to the other! This hatred of innovation, the greatest obstacle to improvement of every kind, is the peculiar failing of the aristocracy of England, who ought to be superior to this common vice of the ignorant and wealthy of other less favoured lands. But, fortunately the spirit of enterprize and thirst of improvement which characterize the middling classes of the country, is more than a match for the apathy or indifference of their superiors; and therefore it is that Discovery and Improvement make rapid strides, not in consequence of the influence of the higher orders, but in spite of it: and long may this spirit continue, till Prejudice be beaten down, as in the end it must be, under the feet of Intelligence.

It is on this hope that we ground our conviction of the ultimate general adoption of the improvements here briefly described. We perform a pleasing task in being the first to announce them in outline; but as we have seen for ourselves the drawings, plans, models, and materials of the whole, and are satisfied with the results, we shall be happy to put any persons who may desire it in the right channel for acquiring a more perfect knowledge of the details.

* The steam vessel already sent out to India, and which did not reach the Cape in less than fifty-six days from Falmouth, cannot possibly succeed in the time limited for the voyage by those who offered this premium, so that it will be open for other competitors; and a vessel fitted on the plan described, can hardly fail to surpas all others that might start for it.

† See The Oriental Herald, Vol. I. p. 84.

ON CONSISTENCY IN CONDUCT AND OPINION.

What matter where, if I be still the same,
And what I should be?

MILTON.

CONSISTENCY is a quality which almost all persons are anxious to attribute to themselves. For to foresee from the beginning what course ought to be taken, to imagine a uniform scheme of life, to pursue vigorously and unswervingly the development of well chosen principles, is an argument of the highest wisdom and grandeur of soul. It is, therefore, by a wise instinct, if instinct admit an adjective, that men affect consistency in whatever they do or think. They know by experience for how much it always passes current in the world; and the same school teaches them that it is a quality of ambiguous feature, whose image and superscription other and inferior qualities may be made to bear.

In regard to the virtue itself,—the reason why it is admired is obvious enough: whatever is regular and uniform ceases as soon as it is known to be the object of experiment, and is classed by the mind among those things about which no doubts need be entertained. It is our natural love of ease which induces us, therefore, to form, once for all, an estimate of the character of those with whom we live and converse, and, having done so, to repose on the notion resulting from our limited experience as on something stable and permanent. For in fact our indolence disinclines us to be every moment making new moral experiments on our associates; and is the cause why we are ready to consider our first rough draught of their character as a perfect picture, and to condemn any bias we may afterwards discover in it as a blemish superinduced upon the original frame of their mind, while perhaps, it always constituted one of their chief characteristics, though shaded from our observation at first by the projecting angle of some other peculiarity. Indeed, half the inconsistency and vacillation in the world is entirely imaginary, and arises from the rapidity with which we sketch to ourselves the characters of men. Perfect consistency, however, the most rare of all human qualities, can be said to form a portion of the character only when from the existence of one virtue all others of the same genus may be inferred; as, from generosity, disinterestedness; from disinterestedness, justice; from justice, magnanimity, &c. And, perhaps, it is impossible to be really consistent in virtue or in vice; for cruelty itself, and tyranny, have their weak moments, and are touched by the unwonted working of compassion. Even Nero, when the sentence passed upon a criminal was brought to him in form to be signed, cried out, "Would to God I had never been taught to write!" Of so much value did human life appear to him at that moment.

The character of some persons, gentle and amiable in small matters and domestic intercourse, but reckless and mischievous in politics, is a moral problem that has been thought of difficult solution. But the adder does not sting its brood, nor the eagle prey in its own nest. Besides, a man may be actuated by very homicidal propensities, but be denied by nature the sternness and cool courage necessary to exert them personally. Face to face, and by his own fire-side, a tyrant may be very agreeable person; chiefly, because he, perhaps, perceives that physically all around him are his equals or superiors, and that it might be dangerous to rouse their anger or revenge. Possessing, however, the power of killing at a distance, of conducting massacre invisibly, of animating by a word or a stroke of the pen the daggers or bayonets of thousands with an appetite of murder, his fears operate on him no longer; and the man whose sensibility might be tortured at the sight of a mouse agonizing in a trap, in his closet and comfortable arm-chair, will ravage provinces with his pen, and spill the blood of widows and orphans without compunction.

It is an old theme, the inconsistency of human virtues! But observe how unequally and absurdly even courage, the most robust habit of the mind, develops itself: the soldier, whose business it is to be familar with danger, and to think lightly of death, and who would mount a breach without shrinking, would shudder to pass the night alone in the aisle of a church, or to stumble over a coffin in the dark on some wild heath: while a crazy old sexton, with one foot in the grave, whom the noise of a demi-culverin would terrify to death, would ply his pick-axe in a burying-ground, and toss about sculls and crural bones by moonlight, with all the cheerfulness in the world. The courage of this sexton is very different from the courage of the soldier, and far more difficult to be acquired. In battle, the whole scene is energy, and, though the business be death, there is life, action, and stirring sound on all sides. Like a taper that kindles into greater brightness just before it goes out, life appears to muster up in war its most shinning efforts, and to burst, like a bubble, when its powers are largest. But in the sexton's field, a silent, cold, gnawing consciousness of mortality attacks the heart, and is backed by trooping fears and apprehensions of what may be beyond the winding-sheet. Worms, grown fat and wanton on the brain or cheek of some village beauty, tumble out of the black mould as he lifts his spade, and pale ghosts seem to shrick and jibber as his mattock strikes into their earthly hiding-place. His fancy becomes soiled with images of corruption, and the satellites of the King of Terrors creep into and inhabit his dreams. Yet habit reconciles him to his calling, and at length he digs a grave for his neighbour with as much indifference as a farmer turns up a furrow in a turnip field. Now this sexton, so bold and so callous among ghosts and worms, would prove, as we have already observed, an arrant coward in the field of battle; and in the midnight grave the soldier would acquit himself equally ill. Nevertheless, both cultivate a branch of courage though not the whole virtue; and the greater part of mankind are no better in this respect than they. For you may every day meet with persons in the world professing liberal and enlarged notions, and affecting great superiority over the vulgar, who are as vulnerable to the tricks of rhetoric as the shallowest of the multitude, being led by a melodious period, by a brilliant metaphor, by a pathos purely artificial, to approve for the time of the most irrational schemes and projects. In fact, the animal with whom Yorick was wont so frequently to colloquize, and to whom he gave the maccaroné at—we forget where,—was never more readily led by the ear than man. Words have ever been his idols: to these, artfully arranged, he gives the name of wisdom; to them he bows down in worship; with them he is irritated, enraged, maddened, soothed, wrought to compassion, rendered mercifull, persuaded to virtue. The master of words is his master. Where, then, is the real courage of beings thus subdued and enslaved by words? The principal merit of the institutions of Lycurgus, abused much oftener than understood, was, that they emancipated the citizens of Lecedæmon from the tyranny of noisy rhetoric. The Spartan was taught to look upon eloquence as a veil, wrought over with beautifull figures, and cast indifferently before beauty or deformity; while it was waved or unfolded before him, he stood tranquil, endeavouring to look at what might be behind it, and decided according to the glimpses he thus caught.

It is words that, under the name of slander and calumny, strike teror into the bravest. Nothing but words. For, although philosophers have endeavoured to show that we are fearful of calumny only as it is an indications of evil intentions toward us, which, by spreading, may bring actual damage to our fortunes; experience denies the inference, & demonstrates that words alone are in such instances the objects of our apprehension. Let the calumniated individual be on his death-bed, let him be the last of his race, and expect to leave behind him no beloved head upon which the sting of slander may inflict a wound; let the grave, in such case friendly and beneficent, offer him for ever the amplest indemnity from suffering and malice and danger and loss, still the prospect of being pursued after death with false and hateful words (himself now become a word!) shall terrify and torment him, and double the bitterness of dissolution!

The very foundation of our hopes and fears would, if carefully examined, be found to rest chiefly on our misapprehension of words. The concurrence of the will of numbers constitutes power; power moving long in one direction, as it were, becomes right; and the exertion of this right being intrusted to some one individual, appears at length to be his natural office. This notion establishes tyranny, which subsists, therefore, on the folly of imagining an immutable relation between the act and the instrument; between government and the governor. Society itself is built upon the fiction, that priority of possession constitutes right; and the condition of men subsisting in it can never be considerably bettered until the greater number shall perceive correctly the comparative value of peace and liberty.

But the errors and inconsistencies which are common to nearly all mankind, are perhaps incorrigible, and therefore profitless subjects of speculation; those affecting only certain individuals, or, at most, certain classes of men, afford more useful scope for reflection.

Numerous as are the occasions on which men differ from themselves, and go floating on between doubt and decision, it is yet a common failing to inculpate them oftener than they are guilty. The vulgar mistake change of means for inconsistency; and, on the contrary, see no mutability in a character that tends, with the same appearances, to various and incompatible ends. A man setting up, in the beginning, Fame as the goal of his exertions, may set out with amassing wealth, and make avarice his first instrument; the first step made, he may, have occasion to distribute his riches to bribe praise and silence envy; then, if it lie within his sphere, he may acquire power, and, to remove pernicious men, may exercise it harshly or even cruelly; having proceeded thus far, and silenced opposition, he may sacrifice the possession of despotic power to freedom, and, stepping from a throne, mingle with the crowd from whence he rose. To many this would appear a mere series of inconsistency, for want of discerning the real aim of the whole. Such, however, very nearly, was the career of Sylla the Fortunate, a proud and lofty intellect, than which few more great and none more consistent ever existed. On the other hand, some men, whose views, like Jonah's gourd, spring up in a night and perish in a night, establish their reputation for consistency by always practising the same habits, and maintaining the same observances. If prudence be their favourite habit, then they are always, or nearly always, exceedingly cautious and circumspect. If courage, why they brave all dangers alike, as far, at least, as their courage will hold. They are the slaves of some particular virtue.

However, as we begin to live before we have gained the least experience, or formed any very correct notion of what we would aim at, perhaps it is, after all, a fortunate circumstance that the beginning is not set up as the rule of our lives. For, in advancing into futurity, we take up, for the most part, our positions in the dark, like an army moving by stealth, and hardly know whether we are in the neighbourhood of good or ill, before the light of experience has begun to dawn about us. When we happen to make a wrong movement, we should, if we piqued ourselves on our consistency, be very loth to retreat, like poor Doctor Sangrado in 'Gil Blas,' who, when he found his method of bleeding and administering warm water in all diseases to be more destructive than the plague, was prevented from altering his system by the consideration that he had written a book in defence of it. Indeed, we daily meet with Sangrados who have never meddled with physic, or written a book, but who have formerly said something which they are now ashamed to retract. To preserve the appearance of consistency, they make oracles of the sentiments of past moments, and are always wrong, because they had the ill luck to be so twenty years ago. Some persons, too, we find industriously endeavouring to provide the means of preserving themselves in error *in secula seculorum*, by oaths and vows. This attempt to put out the eye of the future, originates, we suspect, in unsteadiness of character and self-distrust. For a man would hardly think of making heaven a surety for his good behaviour, unless from some inward consciousness of a leaning towards the transgression dreaded. Be this as it may, the persons most addicted to vows and irrevocable determinations are women, and men resembling them strongly in softness of disposition and in waywardness of mind. Exceeding indecision and doubt are very painful to support, and their continued pressure is a thing the mind would gladly be rid of at almost any price. It is thus that very weak persons muster sufficient courage to become monks, nuns, dervishes, or fakirs, that they may set the seal of religious terror on their brittle resolves, and link their actions to a fatal uniformity.

If the actions of mankind be at all influenced by their opinions, it is by no means wonderful that men behave inconsistently; for opinion is always changing. We commonly enter upon manhood with a very large stock of notions, picked up casually and indiscriminately, and these we are compelled as we go along to abandon one by one, till all, perhaps, upon which we valued our judgment originally, has been driven out of our minds. There is no law of the Medes and Persians for opinion. It undergoes more metamorphoses than the butter-fly. It is a star shining in the dawn of knowledge, but lost in the increasing light; or, perhaps, it may be best compared to the twilight, which separates light from darkness, and in which we perceive and judge imperfectly. Opinion, therefore, being a kind of half-knowledge, is liable to be perpetually removed as knowledge advances, and at length to be entertained of those things only which the intellect cannot approach sufficiently near. In a thing of so mutable a kind, consistency is not to be hoped for. We may very well entertain opinions now, which, in fact, would appear incompatible with each other were our knowledge enlarged; nay, with our present degree of knowledge, were we to apply it to the careful sifting of our notions. But even those who examine their conceptions most narrowly, and affect a sceptical indifference to both sides of an argument, entertain ideas in their mind which appear repugnant to each other. Montaigne is an example. He is a writer by no means over credulous, or disposed to be complaisant to the prejudices of mankind: what he thinks and feels he translates into honest downright expressions, and transfers to his essays for the good of the reader. If, therefore, any author whatever might be expected to be consistent, it should be the man whose standard of truth and falsehood is in his own breast; who never looks to authority to learn what he is to believe and what not; but, pursuing the current of his own cogitations, admits conclusions or rejects them simply as they appear true or false. But opinion, in the mind

Digitized with financial assistance from the Government of Maharashtra on 28 June, 2017

of Montaigne, is a real vapour, assuming a new shape every moment, and new colours; and shifting, as it were, before the wind, now gilds and now darkens the imagination. The honest old gentleman knew very well that where certainty is not to be reached, apparent extravagance is soon reconciled to the mind, and that therefore opinions are not at all the less captivating for being a little absurd. He saw with what boyish enthusiasm we cherish our own fancies, and make them part of our creed, and how readily we anathematize all heretical disputants, and impugners of our infallibility. From this, and other similar views of human nature, he fell at times into an opinion very disadvantageous to the dignity of our species, and gave vent to his contemptuous notions with impetuous vehemence. On other occasions, the perusal of Plato or Plutarch, leading him insensibly into the contemplation of sublime ideas or sublimer actions, effaced from his memory all mean associations with humanity; and, in the fire of his enthusiasm, he broke out into the warmest, most animated, eloquent, and exalted panegyric on human nature, in the person of Socrates, that ever perhaps flowed from the lips or pen of any man. Rousseau, who, in many other respects, very much resembled Montaigne, entertained also, like him, a motley opinion of mankind. And Mr. Hazlitt, who has something of the spirit of Montaigne and Rousseau, and speaks perhaps with equal ingenuousness the sentiments he cherishes, preserves this characteristic of his favourite authors,—that he is every whit as inconsistent in his opinions as they.

Perhaps, however, there are very few of us in any better predicament. Change of position induces change of views, and reconciles our minds to sentiments we may previously have regarded with horror. It does not fall to the lot of many to be acquainted long before-hand with the circumstances and persons that are to influence their fate, and, consequently, to affect, in some measure, their opinions of mankind. The kind of consistency, therefore, which is practicable, or indeed desirable, is, to act according to present views, and to take full advantage of all previous experience. This, in reality, is always to be still the same, and what we should be.

UNPUBLISHED MANUSCRIPT OF A TRAVELLER IN THE EAST.

No. VI.

Excursion from the Harbour to the Town of Milo, one of the Islands of the Greek Archipelago.

Though it was now in the sultry month of August, the air was fresh and cool, in consequence of the brisk gale that blew from the northward, which was extremely favourable for our intended excursion over the island of Milo We accordingly took an early breakfast, and at eight A. M. left the ship in charge of one of the Greek pilots, and at nine landed at the watering-place, formed from the ruins of some antient baths, a great number of which lie on the skirts of the shore, indicating the former prosperity and domestic luxury of its inhabitants. Several asses and guides having been sent down to us by the Greeks who were on board our vessel on the preceding day, we mounted them astride, according to the English fashion, which appeared highly diverting to the islanders, this mode of riding being unusual among them; and we soon found, indeed, that it was by no means suited to the construction of their saddles and furniture We accordingly adopted their own mode of sitting with the left arm toward the animal's head, and the feet hanging over the right side, resting in grass rope stirrups. As we advanced up the mountain which we were ascending the propriety of the mode of riding invariably observed here, became more apparent, as it frequently happened that the animals passed through a sort of rut, or channel, cut through solid rock, where the width barely allowed the rider to pass without touching its sides, so that we were frequently obliged to hold up both feet, in a horizontal direction, level with the animal's back, to prevent their being bruised between its sides and the rock, which could hardly be avoided by any other mode.

The ride from the shore of the harbour to the town of Milo, a distance of two miles only, occupied about an hour and a half. It was over such roads as it would be perfectly impossible for any English horse to travel. In some places, the asses had to walk literally upon the edge of a precipice, where the least false step would consign them and their riders to inevitable destruction; yet the confidence of the Greeks in the steady tread of these animals is such, as to make them trot on without the least care or apprehension. From the summit of one of the hills we enjoyed an extensive view of the island. It appeared, in general, mountainous, without being rocky or barren. Besides several beautiful valleys and plains, which display the most abundant fertility, and produce corn in great plenty, the mountains possess a rich soil of considereble depth; and the wild luxuriance of unforced vegetation proves its productive qualities. The order of their cultivation is this: the plains and valleys are appropriated to corn land, the southern slopes of the hills form their vineyards, the northern produce their cotton, and on the summits and inaccessible crags their goats and mountain-sheep browse upon the heath, while their oxen and asses graze upon the flat land that skirts the shores of the harbour. Their harvest of corn was already in, and the cattle now fed upon the stalks of the reaped corn. Their vintage was commenced, and the grapes in the highest perfection. Their vines are planted in the same manner as in Spain and Portugal, but the fruit is certainly superior. Their cotton was in a forward state. It is the first species *gossypium herbaceum*, or common herbaceous cotton, with an herbaceous stalk about two feet high, when full grown, branching upwards; fine-lobed smooth leaves, and yellow flowers from the ends of the branches, succeeded by roundish capsules full of seed and cotton. Their corn, ground by windmills, affords them sufficient for their own consumption, and about equally as much for exportation or sale. Their asses are of excellent quality, and in great numbers, their average price being from eight to ten dollars: these are used for every purpose of labour and tillage. Their oxen are small, but of good quality, as well as their sheep and goats. Of all these, they have a surplus beyond their own consumption, which they generally sell to vessels touching here for pilots. The price of a good ox is from fifteen to twenty dollars; of a sheep, two to three dollars; and of a goat, one dollar and a half. The grapes furnish them with very pleasant wine, which they sell from two to three dollars per barrel; and their cotton is manufactured by the women, and forms almost every garment of their apparel. Notwithstanding the productive qualities of the soil, at least nine-tenths of the island lay waste and uncultivated, which, as far as we could learn, did not arise from the indolence of the inhabitants, but from the want of capital and population to improve it.

It was nearly eleven when we reached the town, at the foot of which we alighted, as our animals could proceed no further. The old town of Milo stood near the sea-shore, but being subject to the depredations of the pirates of the Morea, who frequently landed in large parties, and ransaked its habitations, the islanders retreated for safety to the summit of one of their highest hills commanding the entrance to the harbour. This mountain terminates in a sharp point, and around it the town is built. The entrance is through an arched gateway, to which we ascended by a flight of steps. The streets, if such they may be called, are barely wide enough for two persons to pass each other, and are all so steep as to form flights of steps, which are roughly hewn out of the rock for the ease of walking; indeed many of them would be impassable without such aids, as their elevation is from forty to fifty degrees. There are about a hundred houses, all built in the same style, of large stones, without being squared even in the front, and having no cement. They consist of one room only, about twenty-five feet square, having a stone floor, plastered walls nicely white-washed, and a flat roof formed by cross beams of wood covered with straw matting, and over that a thick covering of mortar. Their windows are small, and without glass, having wooden shutters to exclude the rain and wind. At one end of the room stands the bed, having two posts of cane, two of the sides touching the wall; round this is drawn a white cotton curtain, sometimes with a fanciful border. The bed itself is of straw, and all the bedding and furniture of their own cotton. The walls were invariably ornamented with religious pictures of the most grotesque kind; such indeed, as could only be produced by a superstitious fancy, an unskilful pencil, and an execrable taste. Some idea may be formed of the steepness of their streets from this peculiarity in their buildings, that the top of one house forms an exact level with the bottom of the other above it, and each house having a door that lets out into this space, the top of one dwelling forms a level walk for its next, or upper neighbour, where they often sit to enjoy their wine and tobacco.

After being gazed at by all the women and children of the place, we at length reached the Consul's house. It was similar in every respect to the others, or distinguised only by the cleanliness of its interior, and the neatness of its arrangement. We were received by a jolly-looking old man, apparently about seventy years of age, who spoke English very intelligibly, as he bade us welcome; and after taking some wine and fruit, we were joined by our visitors of the preceding day. The old man, whom I took to be seventy, was, I afterwards learnt, nearly 100 years of age; yet he possessed the vigour, activity, and good-humour of an English farmer at sixty. He was the father of twenty-five children, all resident in the island, and whose descendants had so well followed his example, that it was computed that half the population, at least, had sprung from his loins! The Consul and the priest were among his sons, the former of whom was gone to Smyrna on bussiness. It was impossible to look on this venerable old patriarch, whose well-filled skin and rosy face bore witness to the quality of his cheer, without feeling a desire to know something of his history; and insinuating my inquiries in the most delicate manner I could, I learnt the following particulars:

The old man, whose name was Antonio Mitchello, was born in the island of Milo, in the year 1715, of Greek parents. At the early age of nine years, he went to sea on board a Greek vessel, and continued to trade to all the ports in the Mediterranean for a long series of years, during which time he married, and settled at Milo. After this he became a pilot, and was a long while employed in piloting British vessels, and cruising in ships of war through the Archipelago. At the age of seventy he retired from the sea service, and returned to his family. The harbour of Milo being often visited by British vessels, his attachment to that nation induced him to call himself their Consul; and Englishmen always found a welcome at his house. I could not learn that he ever had an appointment from Government; nevertheless, he filled this station in a manner calculated to conciliate the esteem of all who visited him, and at length resigned it to his son. The anchorage-fee of three dollars, paid by all vessels entering the port, entitles their officers to the freedom of his table, which they visit as often as they please, without any additional charge.

About noon, a second party from the ships in the harbour reached the town, consisting of the commander of one of his Majesty's ships with a traveller who was his passenger; two captains of merchant vessels, and two English ladies and an infant. After resting a few minutes to recover from the fatigue of the journey, we all followed the old gentleman to pay our visists to his descendants, and called at almost every house in the town, making but a short stay in each, yet taking wine at every one, the omission of which we were told would be construed into disrespect.

At one of their houses, an occurrence took place, which for a moment disturbed the harmony of the scene, though it produced no serious effect. The infant of one of the English ladies had particularly excited the attention of all the Greek women, who strove to outvie each other in their expressions of tenderness towards it, and one of them who was nursing a child of her own, as a mark of fondness, suckled the little stranger at her breast. The English lady, perceiving it, rushed from her chair, tore the infant from the bosom of the Greek, and overcome with agitation, had scarcely time to reach her seat, before she swooned away. It is impossible to describe the surprise of the Greek at such an unexpected incident. They silently looked at each other, with the wild stare of astonishment, until surprise gave way to indignation, and they unanimously considered it an insult of the grossest kind. The Greek woman expostulated through the medium of Mitchello, who acted as interpreter, and asked whether the lady doubted the purity of her milk, or the chastity of her conduct; the former, she said, was "as unmixed as the rain of heaven," and the latter, "as white as the snow of the mountain." These were her literal expressions. One of the party endeavoured to appease her by saying that the English mother was in the act of weaning her infant and wished to deprive it of the breast altogether, which was the only excuse that could be admitted; although, the infant being only four months old, many of them seemed to doubt the truth of this story. The good nature of these people soon however restored the harmony that had been thus disturbed.

At two o'clock we returned to the Consul's house, where a dinner was prepared for us, to which we sat down with the males of the family only. On asking whether the females of the house would not honour us with their company, we were answered that they were always taught to consider themselves superlatively honoured by being allowed to *wait* upon their superiors, the men!—and that no one would be guilty of such presumption as to eat at the same table! It may be imagined how such a doctrine was relished by our fair country women. They inveighed against it with all bitterness while the gentlemen did not omit so favourable an opportunity of illustrating, by this contrast, the value of the privileges enjoyed in European society.

Our dinner consisted of excellent soup, made from a neck of veal, thickened with rice, eggs, and vegetables; roasted and boiled fowls, which are sold, at about 9d. each, and roasted partridges, equal in quality and size to those in England, and so plentiful here, that they are sold at 2*d.* and 3*d.* sterling each. This was followed by a desert of melons, grapes, &c. and the wine of Milo formed our beverage.

The Consul's wife and daughters all waited at table. Their features were quite of the antique cast, regular, and gravely expressive, their eyes large, dark, and animated, teeth white and even, and complexions browned by the sun. The same style of countenance seemed to prevail, though there were very few that could be called handsome. The dress is usually a sort of jerkin or jacket, that fits close to the body with sleeves like a shirt, a pair of drawers, and a petticoat that reaches no farther than the knees, with an opening before and behind, white stockings, high-heeled shoes, the upper part of which barely cover the toes, the quarter cut away like a morning slipper, with a kind of shawl that covers all the hair, and wraps round the head and neck. The ladies of the house had, however, arrayed themselves in their holiday suit, which, though to us ridiculously grotesque, was rich and expensive, and could not have cost less than from 150*l.* to 200*l* each, from the profusion of gold and stones about them. Their shoes were of crimson velvet, embroidered with gold, a sharp point just covering the toes, with a very high heel, and the quarters of the shoe cut away level with the sole. Their stockings were scarlet or purple velvet, or cloth, richly worked with gold and silver flowers in devices, and padded with cotton on the inside, to fill out the small of the leg, equal in bulk to the calf, and make it look the same size from the knee to the ancle, which they consider very handsome! Their drawers and petticoat of white cotton were trimmed at the edges, round the openings before and behind with a worked gold border; their jacket and sleeves of the same. A rich stomacher of crimson or purple velvet, elegantly embroidered with gold, a fine muslin apron reaching to the knees, inlaid with lace, and bordered with gold, a muslin head-dress confined by gold worked bands, and some device of fancy forming a knot on the crown of the head. On every finger was one or more rings of gold, pearl, or stone, and round the neck were suspended gold chains, crosses, medals, and trinkets, that could not have weighed less than eighteen or twenty ounces. Some of the children of five or six years old only were dressed in this way, and appeared to feel no small degree of pride at surveying those costly trappings. I know not what opinion they could form of our ladies, whose dresses hardly exceeded one-fiftieth part of the value of theirs. Their surprise, however, was perfectly reciprocal, and they stared at each other very mutually.

I ventured to ask the old gentleman how it was, that in an island where there was so little wealth, the people could provide themselves such expensive garments; which he answered, by saying, that from their cradles to their coffins, the making of the "wedding-dress," for so he called this, formed the chief object of their pursuit. The money gained by their surplus produce was chiefly spent in this; and while their husbands and fathers (most of whom are pilots) brought them the materials from Constantinople and Smyrna, the whole of their leisure was employed in working them. Dresses, thus formed, were left from mother to daughter in endless succession, and as they were seldom worn, yet augmented in value by every succeeding possessor, they gradually arrived at perfection. One of those worn by his granddaughter, was nearly 200 years old, and still in excellent preservation.

After dinner, it was proposed that we should visit a bride and bridegroom, who were this morning united, and witness the dancing and other festivities of the day, but just as we were on the eve of departing, a messenger arrived, saying that one of the guests being taken suddenly ill, the company had broken up out of respect to the feelings of her friends. We could not but admire the motive, though every one of the party seemed to feel the disappointment, very poignantly, and more particularly the English ladies, who had promised themselves much pleasure from the novelty of the scene.

While we remained, the old man amused us with a history of the various ornaments that hung around his walls; for in every country he had visited, he had procured some curiosity, and now displayed them as trophies of his former toils. Among other things, he had a set of large brass dishes, about twelve or fifteen feet in circumference; and one foot in depth, such as were used in the antient days of Venice, from whence he brought them; and among his pictures were the defeat of Nelson, and a Greek painting of a female saint killing the devil with a hammer. This last was a great curiosity, as the devil was represented under a form totally different from any I had ever seen, and such as it is perfectly impossible to describe.

During the afternoon we were visited by all the town. There seemed literally to be no distinction of persons. The men came in, sat a few moments, smoked their pipes, gratified their curiosity, and then departed, followed by others in endless succession. The women came in *groups* of five or six, and the room was always crowded with children, who prattled, laughed, and seemed highly entertained.

At four we took leave of them, and descended the hill, followed by the multitude, till passing the arched gateway through which we entered, we found a troop of asses waiting for us. When the ladies were firmly seated, and all things adjusted, we commenced our procession down the mountain, and I am sure the gravest muscles would have been forced into a smile to witness such a cavalcade, if riding on asses might be so termed. Some of the man-of-war's crew led the van, and having sarificed freely to the jolly god, to use their own phrase, "carried a heavy press of sail." Next followed the Lieutenant, their commander, with his dogs and gun, which he brought in hopes of finding partridges; the ladies were placed in the centre, and our own party brought up the rear. Half the children in the town, at least, followed; and the alarm of the English ladies in the dangerous passes of the road—the solicitude of the gentlemen for their safety—the bawling of the Greek guides, and the shouting of the children, formed altogether a scene of the most ludicrous description.

About six we reached the beach, and from thence embarked on board our respective ships in the harbour.

On the following morning we again had early visitors, with whom we were enabled to converse freely, having the pilot, who spoke good Italian, for our interpreter. From these we learnt many interesting particulars relative to the island, which, added to those furnished by a recollection of its history, furnished materials for the following brief sketch of its antient and present condition:—

(To be Continued.)

BOMBAY:—Printed *for the* PROPRIETORS *by* J. F. De JESUS, *in* Military Square No. 3.